

# SOUTH AMERICA



LAMPORT & HOLT LINE



# SOUTH AMERICA

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Background of Rio de Janeiro.

## THE LAND OF OPPORTUNITY

A Continent of Scenic Wonders

A Paradise for the Tourist

General Information for Travelers

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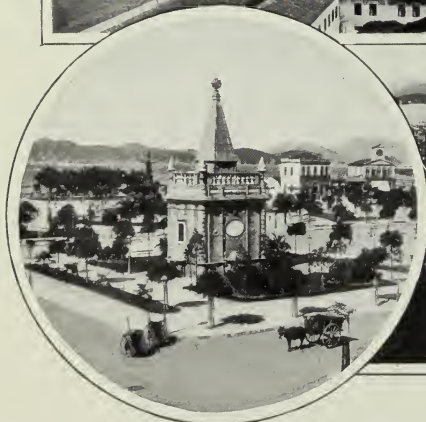
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# LAMPOR & HOLT LINE TO SOUTH AMERICA



Views of Rio de Janeiro.



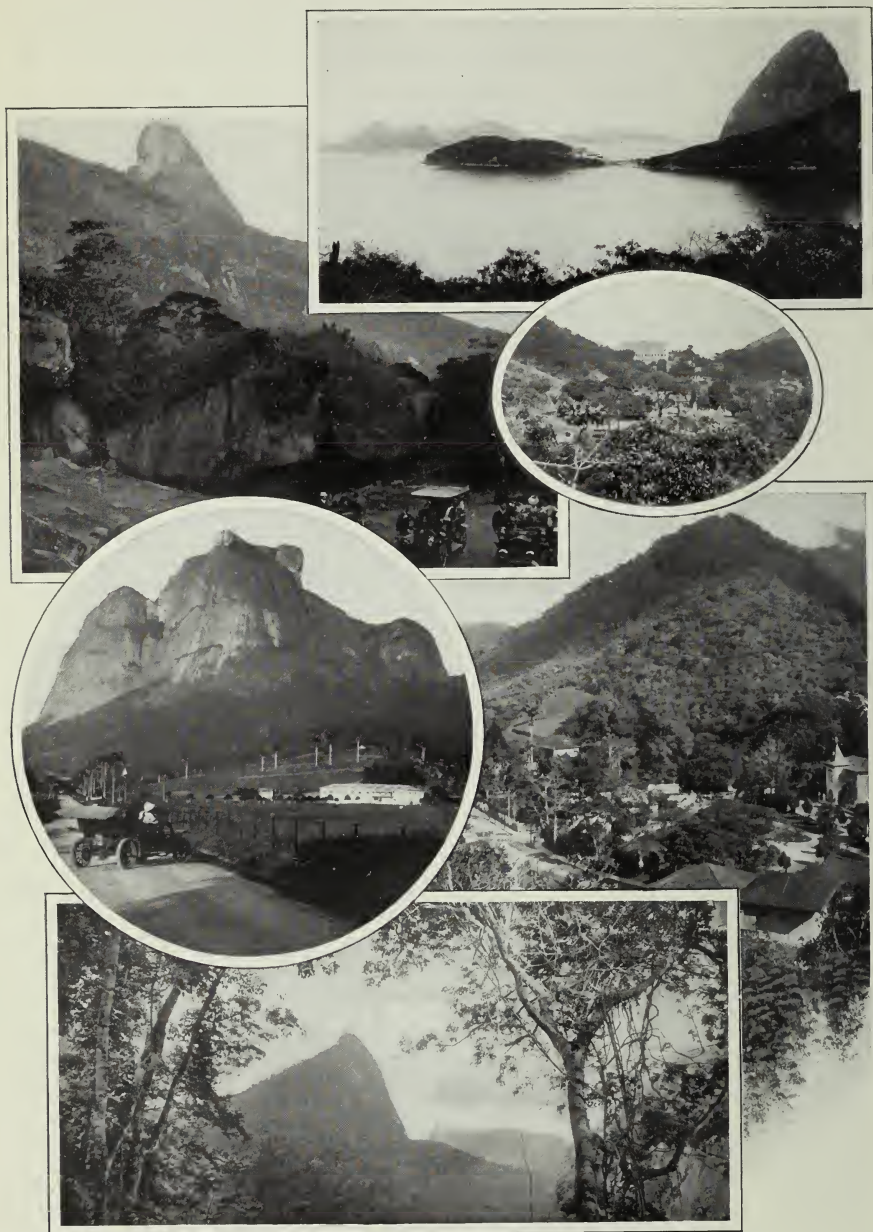
# A WONDERFUL LAND IS THE NEW SOUTH AMERICA

Notwithstanding the rapidly increasing interest in South American affairs manifested in recent years, the fact remains that we as a nation are far from being sufficiently familiar with the sister continent. South America, of course, is merely a continuation and almost a duplication of the same continental mass as that upon which we ourselves live. It is possible to be so near to an object as to lose the perspective. Thus South America has meant more to distant Europe than it has to its neighbor, North America. No doubt some confusion regarding South America has been caused also by these familiar Mercator maps which present geography on a flat plane, out of all proportion, and make the southern continent appear hardly larger than Greenland. The globe in any good schoolroom will quickly correct this impression. As a matter of fact the area of South America is more than three-fourths that of North America, and the area of Brazil alone exceeds that of the United States by 200,000 square miles.

Another circumstance that has lessened interest heretofore has been the comparatively limited transportation facilities between the ports of North and South America. It used to be the round-about procedure



Avenida Central, Rio de Janeiro.



Picturesque Scenes in and About Rio de Janeiro.

to cross the Atlantic and then detour to South America by way of, say, Liverpool or Southampton. The idea still prevails that if you could go to Rio de Janeiro or Buenos Aires as conveniently and comfortably as you could go to Paris, the tide of travel would be greatly augmented. The point of these paragraphs is to emphasize the fact that you *can*. Travelers are waking up to the fact that direct, regular, frequent and satisfactory passenger service is maintained by the Lampor & Holt Line between the United States, Brazil, Uruguay and Argentina. The sailings from New York are every alternate Saturday. The three most important South American countries are Brazil, Argentina and Chile. To these lands of promise this Line affords the most direct route. This is a simple, demonstrable matter of geometry. It is only necessary to glance at the map. Any two lines of a triangle are together greater than a third. The two lines, the long, round-about way, was to go to Europe and thence to South America. The third and shorter line is to sail direct—almost due south.

Leaving aside for the moment considerations of scenic beauty, natural wonders, architectural splendors and climatic allurements that appeal to the pleasure seeker, let us glance for a moment to make the acquaintance of the people who inhabit this interesting continent; because, after all, it is the human element that is most important everywhere. How many of us realize that there are 45,000,000 people living in South America, and that the population of Latin America



Municipal Theatre, Rio de Janeiro.





Rural Scenes, Rio de Janeiro.



altogether approximates 70,000,000? Of course, there are all kinds of people in every country, but it is just to say that the leading citizens of South American countries will compare favorably in education, culture and all the refinements of life with their compeers in any part of the world. There are South American universities older than Harvard or Yale. If the reader has never met a typical South American gentleman or gentlewoman, he has a genuine pleasure in store. Do not these people differ from us? In a measure, yes. Think for a moment of the different conditions which attended the colonization of the respective continents. Our own colonists were driven here because of religious intolerance or political oppression at home. In South America the lure was different—it was gold. It reminds us of the rush to California when rich strikes were made. The mood of South America, therefore, is something like that of our own West. The people are alert for business and profit. They are ready to trade. And they have been trading, not so much with us as with Europe. Now we want to get acquainted with these people and do business with them. Of late the printing presses of the country have been humming with manufacturers' literature printed in French or Spanish, and designed for South American dealers. This is better than nothing, but it is not quite the South American way. Send a competent and creditable representative and get acquainted. This is the essential keynote of the present article. Don't write or send literature alone but go!



Entrance to the Jardim da Gloria, Rio de Janeiro.



View of Rio de Janeiro, Looking Across the Harbor.

The resources of South America are phenomenal and astounding. If you ask what is the climate of South America the reply is that not only are the seasons the reverse of those in North America, but it has every climate, because it has every altitude. Think of what this means in agriculture alone. The Andes extend for 3,500 miles parallel with the Pacific coast, and at least four of the South American countries are within the Andean system. There is mineral wealth untold, including even the diamond. This range furnishes a water-shed for the greatest rivers in the world. No doubt everyone is familiar with the famous Amazon, navigable for thousands of miles, with fortunes in rubber and precious woods on either bank; but what is less known is the fact that other rivers, such as the Plata and Parana, discharge double the volume of our own famous Mississippi. Passing to the lower levels we come to the great plateau of Brazil and Argentina. Here we find rich grazing lands and cattle ranches capable of supplying meat for almost the whole world. And the time may come when we shall draw upon these great wheat fields for our daily bread. It is hardly necessary to say that it is from Brazil that we obtain the coffee with which we start the day. In fact, this entire article could be devoted to the resources of South America without exhausting the subject. Are these great resources developed to the utmost? It cannot be said that they are. Shall not the business men of the United States participate in the opportunities thus afforded? Students of economics



Hotel dos Estrangeiros and Hotel Internacional, Rio de Janeiro.



Avenida Beira-Mar, Rio de Janeiro.



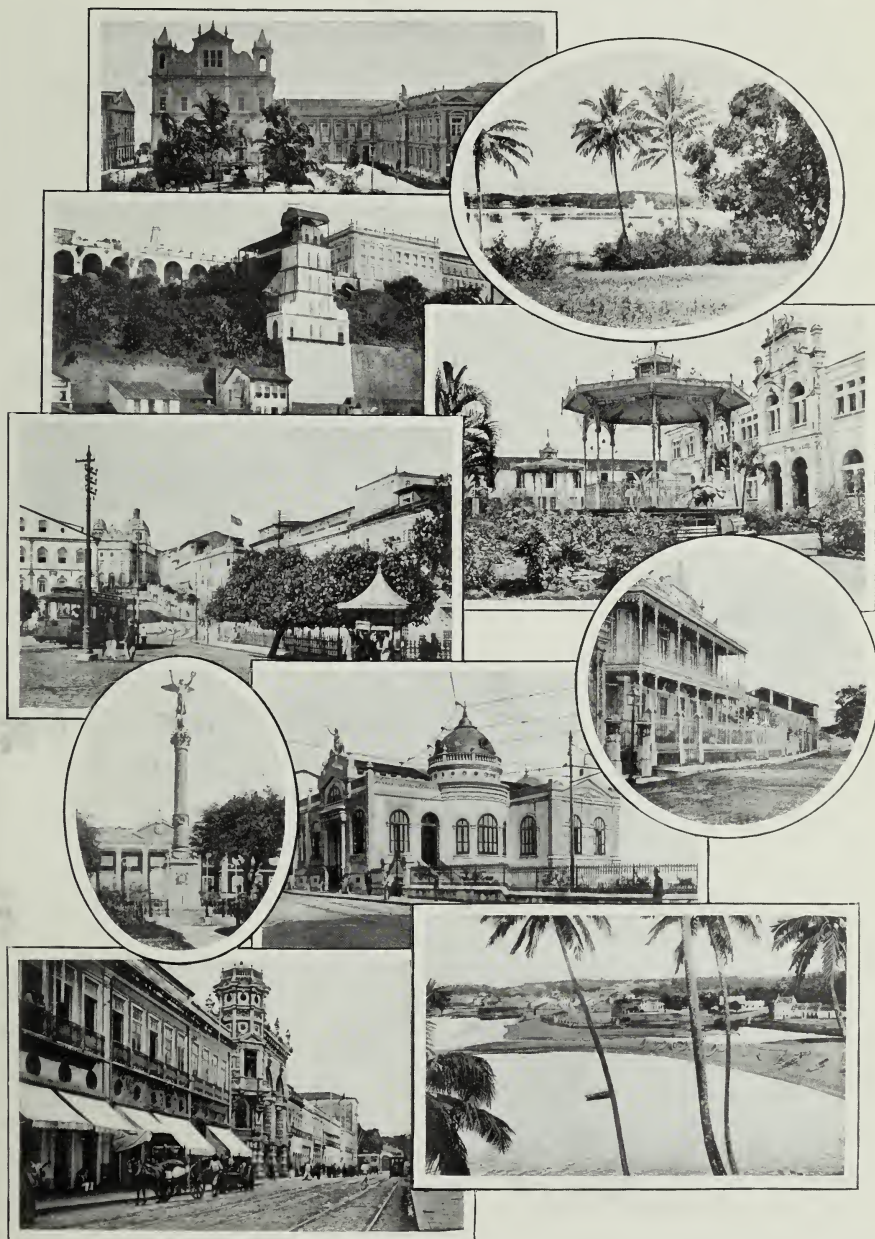


General View of Botafogo from the Top of Corcovado, Rio de Janeiro.



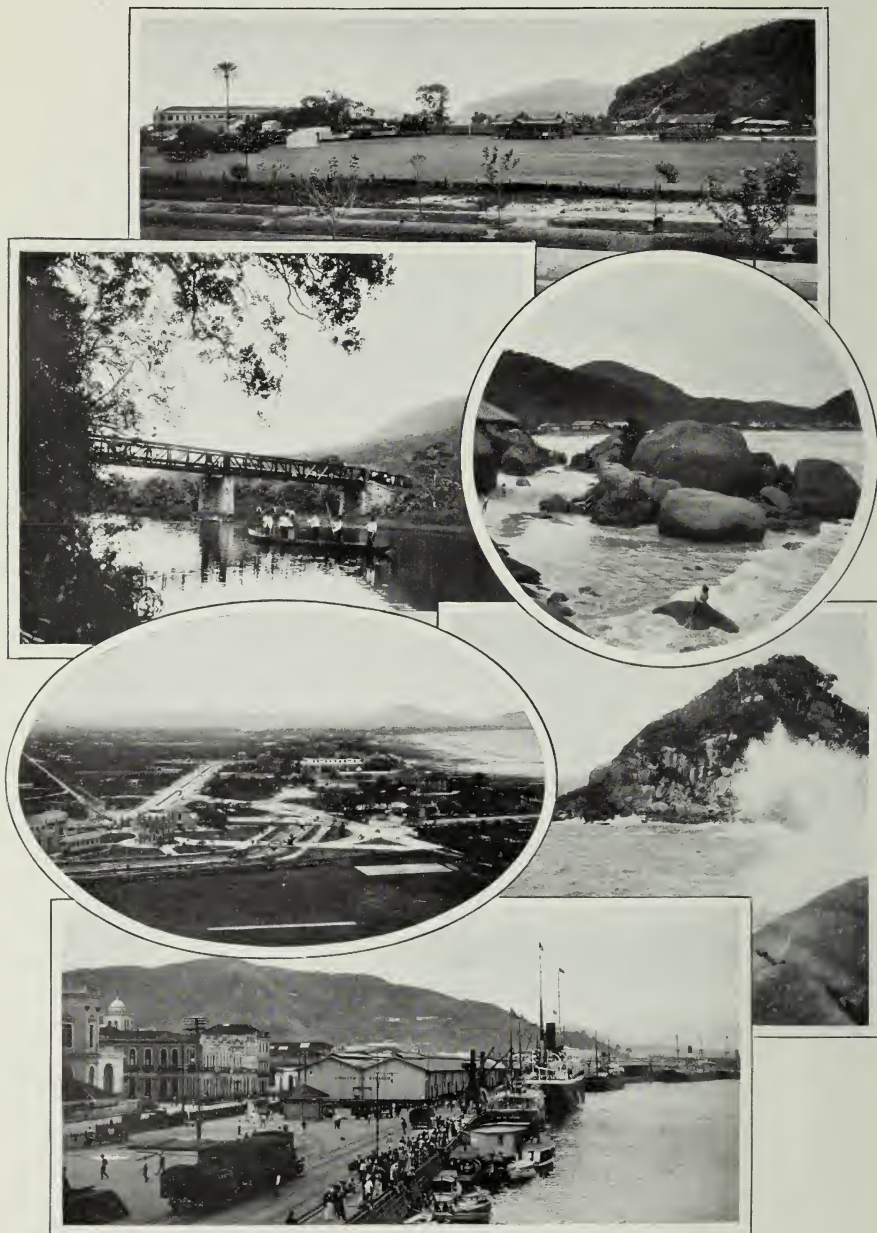
Palm-Lined Street, Rio de Janeiro.

# LAMPORT & HOLT LINE TO SOUTH AMERICA



Views of Bahia.





Views of Santos.





Railway Station, Sao Paulo.

forecast that sooner or later the United States will cease to be an exporting country. Is it not natural to look to South America? This is not to overlook the great opportunities that now exist for export business, especially in manufactured articles. South America wants the things we make. In fact, the annual exports from the United States to Latin American countries already reach the considerable figures of about \$160,000,000 annually and can be doubled.

If we have dwelt upon the commercial aspects of South America, it is because the United States is a commercial country, and it has been assumed that this phase of the subject would possess a certain interest. It remains to be said, however, that the traveler for pleasure will find



Gathering up Dried Coffee, Brazil.



Opera House, Sao Paulo.

in South America a continent of surpassing interest and beauty. From this point of view the appeal is two-fold: First, there are the exquisite creations due to the taste and enterprise of that ingenious creature, man; and, second the ravishing revelations of nature where she is seen in her most lavish and bountiful aspects. Merely to visit such superb cities as queenly Rio de Janeiro, metropolitan Buenos Aires, the second Latin city in the world; cultured Montevideo, the Boston of South America, or Valparaiso, the South American Washington; not to overlook thriving Santos or handsome Sao Paulo, is in itself sufficient inducement for the voyage. How many are aware that the Bay of Rio is considered by many to be the most beautiful in the world, not excepting even that of Naples, and that in point of charm the city itself is comparable with Paris, Stockholm or Budapest? The fact is that in recent years this city has spent more on public improvements than any municipality on this hemisphere, with the possible exception of New York. How many are aware that Buenos Aires is as large as Philadelphia, and that its docks are the most commodious and costly in the world? The plant and equipment of its great newspaper La Prensa are absolutely unrivaled. We shall not pause to dwell upon the magnificent Jockey Club, or the superb Teatro Colon, erected at a cost of \$10,000,000. There is nothing in this country and only one theatre in Europe to be compared with it. Municipal rewards encourage architectural endeavor. So great a city must have a great country back of

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Views of Montevideo.





Gathering Dye Wood, Santos.

it. And it has. Argentina is as large as all of the United States east of the Mississippi River, and teems with natural resources. Acquaintance with these and other fascinating cities and with South America in general has been considerably fostered by the various Pan-American conferences. The first was held in Washington in 1889; the second in Mexico City in 1901; the third in Rio de Janeiro in 1906, and the fourth recently held in Buenos Aires. The latest meeting occurred in Washington in 1911. Full records of these proceedings may be obtained by addressing the Pan-American Union at Washington, D. C.

We shall conclude these brief outlines with a reference to the natural beauties, the marvelous prodigality which beneficent nature has lavished upon this wonderful continent. It has every natural charm. The water-falls of Yguassu, San Francisco and Guaro are as well known below the equator as Niagara or the Yosemite are north of it. The mountain peaks tempt the adventurous to their most daring ascents. Orchids grow wild with the profusion of buttercups or daisies in the north. There are flocks of native birds with aigrettes that would enrapture the milliners of Paris. Recent travelers tell of strange animals encountered, one being a sort of cross between the zebra and the ox. What a field for the naturalist and the hunter! Vampire plants, like the wild fig, embrace and strangle huge trees. There are rivers of purple hyacinths, rivers so covered with camelots or water flowers as almost to obstruct navigation. There are islands



Avenida de Mayo, Buenos Aires.



Race Course, Buenos Aires.





Military Parade in Buenos Aires.



A Street Scene in Buenos Aires.





Views in Buenos Aires.

of lilies. The botanical gardens of South America are the finest in the world. There has recently been discovered a river of peat, which is the only one of its kind in the world. Of all the great continental masses South America alone has no desert; it is a continent abloom. Make no mistake as to the climate. That of Argentina is similar to that of the United States, only the seasons are reversed. And a word must be added regarding the antiquities of South America. No other land outside of Egypt affords such a field for the antiquarian. For example, around the basin of Lake Titicaca are survivals of what is, perhaps, the world's oldest civilization. It is probable that in the immemorial past there was built here a great city, antedating even the pyramids of Egypt and the glories of Babylon. The Incas came later. Probably enough has been said to show that for most of us South America is still undiscovered. Shall it remain so? Does not every inducement of profit, pleasure and interest combine to incite us to become "acquainted" with our colossal southern neighbor? Surely this must be so. The men of the United States are, like Alexander, reaching out for new worlds to conquer. Is not this the new world for which we have been seeking?

Various appellations, some of them more or less fanciful, have been applied to South America. It has been called "The Land of Opportunity." It has also been termed, "The Land of To-morrow." With the first of these we agree; with the second we can hardly agree, because



Plaza Hotel, Buenos Aires, under Ritz-Carlton Management.

South America is emphatically not a land of to-morrow but of to-day. The peculiar economic conditions which prevail at present in the United States demand the precise supplementary provisions offered by our next-door neighbor. South America is needed not to-morrow but now. Shall we not stretch the Monroe Doctrine beyond the point of defence, which is negative, to the extent of asserting that all the Americas shall be essentially one; because altogether they supply every need, and each needs the other, and all can work together for the general good?



Das Lagos Falls.



Vineyard in Argentina.





Laguna Del Inca, Andes.



Views in Valparaiso.

## Description of Ports of Call.

BAHIA is the oldest city in Brazil and now is its second in size, being eclipsed by the modern city beautiful, Rio de Janeiro. It is the capital of the state of Bahia and is a curiously built city, consisting of a lower and upper town, the latter affording a superb view of the lower section and entire bay. The upper town is reached by elevators and an inclined plane, the fare on which is 10 cents. Some of the churches of this city date back to the sixteenth century and may be visited at any time during the day. Among other interesting features are the very fine examples of old wood carving to be seen in the Sao Francisco Church. It is the seat of the Primate of Brazil and excels all other cities in the republic in the number of its ecclesiastical buildings. Pleasant excursions may be arranged in many directions, all of which will give the tourist an intimate acquaintance with the town and suburbs. The population is 300,000. The principal exports of Bahia include tobacco and cigars, cocoa, sugar, pissava, and a vast amount of coffee. The railway accommodations into the interior and sea communication with other towns are excellent.

*Trips about Bahia.*—To Passeio Publico, Bahia, return tram fare, 15 cents, taking about 30 minutes. To Pharol da Barra, return tram fare, 30 cents, taking about 1½ hours. To Campo Grande, return tram fare, 15 cents, taking about 40 minutes. To Victoria, return tram fare, 25 cents, taking about 40 minutes. To Rio Vermelho, return tram fare, 30 cents, taking about 2 hours. To Porto dos Tainheiros-Itapagipe, return tram fare, 25 cents, taking about 2 hours. To Calçada, return tram fare, 15 cents, taking about 1 hour. To Boa-Viagem, return tram fare, 25 cents, taking about 1½ hours. To Barra, return tram fare, 30 cents, taking about 1½ hours.

RIO DE JANEIRO, the capital of Brazil, is not only the largest and most important city in South America, but it is now undoubtedly the loveliest and cleanest city in all the world. Added to this is a climate which is as nearly perfect as can be found on earth. Particularly is it so in winter, which season falls there while summer bakes the United States. So attractive is the beauty of the city and the exquisite charm of the weather that, although Rio de Janeiro is 4,500 miles from New York, the day is at hand when it will become the favorite resort for those who can afford to escape the rigors of a northern winter or the extreme periods of summer heat which wilt the inhabitants of the United States.

Beautiful indeed is the Bay of Rio de Janeiro, extending northward for about fifteen miles, varying from two to seven miles in width, flanked by mountains and dotted with many scenic and pretty islands. The huge Sugar Loaf Mountain, 1,200 feet high, majestic in its very bareness and simplicity of outline, sentinels the western side of the entrance to the bay. As the steamer passes in, the verdant slopes and granite peak of the incomparable Corcovado, in all its changeful aspects, comes into view, affording a sight upon which the most jaded eye must rest with delight. Beyond is the Cavea (mainsail), so called from its resemblance to the square sail of a ship. At the back of the city rises the Tijuca range, the peaks seeming to shoulder each other to the heavens, and dominated by Tijuca itself. Over the bay, and some thirty miles distant, but appearing in the ambient atmosphere to be but a league away, rise the fantastic shapes of the Organ Mountains (Serra dos Orgoes).

Wonderful is the word which properly fits this great city, with its park-like waterfront and fine avenues; its tall palms and fruit trees growing wild in the surrounding woods, along with pineapples, bananas and mangoes. Surprising, too, is the exquisite plumage of the great variety of birds and the numerous and luxuriant colors of the butterflies.

The last few years have seen great changes in this city; a veritable new city has sprung up, with wide avenues through which the air circulates freely, and brilliantly lighted by electricity and lined with majestic buildings. The Marine Drive (Avenida Beira-Mar) is considered to be one of the finest in the world. Good motor cars are readily obtainable, and several rides may be chosen to where the most beautiful views are to be found. The best trip is probably to Tijuca, returning via the Chinese View or Gavea, about four hours' run, inclusive of stops to appreciate the scenery. The visitor to Rio de Janeiro will be well compensated by taking some of the many



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Views in Santiago, Chile.



General View, La Paz, Bolivia.



novel excursions into the beautiful surrounding districts, a few of which are described, and weeks might well be spent exploring each day some new wonder.

The sanitary arrangements are excellent, and a staff of inspectors of health has been appointed to examine the milk and fresh meat supply, and also to inspect the dwelling-houses. A highly efficient water supply has been installed.

When the multitudinous charms of the great southland which lies below us become better known to northerners, they will be duly appreciated. The pity is that so many wait to learn from others instead of enjoying at first hand for themselves.

The population of Rio de Janeiro is about one million. The railway and steamship service with other towns are all that can be desired. The exports are coffee, rubber, minerals, rosewood, tapioca, hides, etc.

*Petropolis.*—Return ticket available for two days, the fare being \$1.40. There is good train service between Praira Formosa and Petropolis, the trains leaving about every two hours, and the journey occupying about two hours.

*Tijuca.*—The village of Tijuca lies in a gorge known as the Alto da Boa Vista. Take the electric car at Caes Pharoux. The journey either up or down takes just one hour, the return fare being 50 cents.

*Alto da Serra* (top of the peak).—A special train may be arranged for by giving one day's notice at a cost of \$1.75 each person, but a minimum of 40 passengers, or \$70.00, is demanded.

*Corcovado.*—Electric trains leave Cosme Veho for the summit every two hours. Return fare, \$1.00.

*Sylvestre.*—The electric tram leaves Largoda Carioca every half hour. The return fare is 50 cents.

*Paqueta* is one of the numerous beautiful islands in the bay, a passage to which will make a delightful whole day trip. The ferryboats leave the Praca 15 de Novembro at 6.30 and 9.30 in the morning, returning from Paqueta at 10.50 a. m. and 7.30 p. m.

*Therzopolis*, situated among the Organ Mountains, is about three hours' journey from Rio de Janeiro by ferry and rail. The ferryboats leave Praca 15 de Novembro at 6.30 a. m. for Piedade, at the head of the bay, whence the train is taken for Therzopolis, and leaves there at 3 p. m. on the return journey.

*Avenida Beira-Mar* begins near the Monroe Palace at the end of the Avenida Central, and finishes at the Praia Vermelha.

*Jardim Botânico.*—Open daily from 6.30 a. m. till 6 p. m. Tramway, "Gavea." Fare, 15 cents. Jardim do Campo da Acclimacao, open daily from 6 a. m. till 10 p. m.

*Passeio Publico.*—Open daily from 6 a. m. till 10 p. m.

*Aquarium Passeio Publico.*—Curious fishes. Open daily from 9 o'clock in the morning till 6 in the evening, Mondays excepted. Admission free.

*Praca Tiradentes.*—Open Gardens, with monument of Dom Pedro I. in the centre.

*Jardim Zoologico.*—Open daily from 6 a. m. till 6 p. m. Entrance fee, 35 cents; children, 20 cents. Tramways, "Villa Izabel" and "Villa Izabel-Engenho Novo." Fare, 10 cents.

*Jardim da Gloria.*—Open Gardens. Monument of Visconde do Rio Branco. Tramway fare, 20 cents.

*Jardim da Praca Quinze de Novembro.*—Monument of General Osorio.

*Jardim da Praca da Republica.*—Possesses fine specimens of rare birds, deer, artificial lakes and brooks. Concerts several times a week. Open daily. Entrance free.

*National Museum.*—Situated in the Parque da Boa Vista S. Christovao, formerly residence of the Emperior Dom Pedro. Open Thursdays and Sundays. Possesses magnificent art collections. Entrance free. Trams from the Praca 15 Novembro, marked S. Januario, Alegria, Sao Christovao Caju, and Jockey Club.

*National Library.*—Rua Dr. Joaquim Nabuco (formerly Passeio). Open daily except Sundays. Entrance free.

The *National Coasting-Trade Navigaton Company* maintains a semi-weekly passenger service between Rio de Janeiro and Porto Alegre, stopping at Santos,

Paranagua, Sao Francisco, Florinapolis, Rio Grande and Pelotas. Steamers leave Rio de Janeiro every Wednesday and Saturday and returning leave Porto Alegre on the same days. The trip is made in five days in either direction.

SANTOS and SAO PAULO are so closely allied in their business relations with the outer world, Santos being the port for Sao Paulo, that here they may be described together. Santos is prettily situated on the northern coast of the island of Sao Vincente, and was founded as far back as 1545. As a coffee shipping port it is second only to Rio de Janeiro, the greatest in the world. Its exports of this food stuff aggregate about \$60,000,000 annually. It is the headquarters of the Lamport & Holt Line Coast Service, and is a very busy port. The coffee season extends from August to January. In the vicinity of Santos are pretty dwellings, and the environs are attractive. Sao Paulo is about 75 miles distant by rail. It is the large, wealthy and bustling metropolis of Southern Brazil, and is exceeded only by Rio de Janeiro in importance and architectural grace. The State Theatre is one of the many splendid structures. The visitor to Santos should not miss seeing a coffee plantation. Connection with other ports is good and there is also a very good tramway service.

The trips which are available during the stay of the steamer are as follows:

*Sao Paulo*.—The trains leave Santos at 5.55 and 8.00 a.m., and at 2.00, 4.30 and 5.30 p. m., returning from Sao Paulo at 6.00, 8.00 and 10.00 a.m. and 2.30 and 4.40 p. m. The journey occupies about two hours each way. The first class return fare is \$3.50, the second class fare being \$1.75.

*Piloes*.—Site of the City of Santos Improvement Company's Waterworks on the Sao Paulo Railway Line. The first-class fare is 65 cents, second-class, 25 cents. The time occupied is 15 minutes by train to the Cibutao Station, from which place one takes a small steam tramway to the waterworks. The journey by train occupies about half an hour.

*Guaruja*.—Launch connecting with train every hour. Fare, 65 cents return. Duration of trip, 45 minutes each way.

*Sao Vincente*.—Electric tram every half hour. Very pretty ride via the beach to the Old Port. About 45 minutes each way. Return fare, 70 cents.

*Ponta da Praia*.—Ride by mule tram to the entrance of the river. Return fare, 35 cents.

MONTEVIDEO, situated on a small peninsula on the north coast of the estuary of the La Plata, is the capitol of Uruguay and contains a population of over 300,000. An embankment encircling the bay forms a pleasant promenade. The Legislative Palace will be recognized as one of the finest government buildings in the world. The city itself is very clean and contains many beautiful and interesting buildings, including a cathedral. Visitors will be interested in the great Solis Theatre, the Athenaeum, the City Hall, etc. A characteristic thoroughfare is the Calle Zabala. Excursions may be made by steamer and rail to neighboring ports, the scenery around about being very interesting. There are good railway connections. The exports are principally the products of cattle raising, and horses, mules, oxen, sheep and live stock generally; jerked beef, extracts of beef, hides, wool, grain, etc. The main streets are lighted by electricity. There are very good tramway services.

PARAGUAY.—The easiest way of reaching Paraguay is from Montevideo or Buenos Aires, via the Plata, Parana, and Paraguay Rivers. The distance from Buenos Aires to Asuncion is 1,100 miles. The Mihanovich Line runs two passenger steamers a week, making the trip up the river usually in five days and down in four. First-class fare from Buenos Aires to Asuncion by this line is \$25.00 (United States currency), while the return fare is \$34.00.

BUENOS AIRES (Good Airs), capital of Argentine, is the greatest city in the Southern Hemisphere and has a population of a million and a quarter. It is situated in a plain on the south bank of the La Plata River and has an area of 72 square miles. Although founded in 1535, it is modern in appearance and contains many handsome buildings, the cathedral and opera house being notable specimens.

There are many fine and well-kept streets, avenues and buildings, and the main thoroughfares are modelled after those of Paris. The most interesting streets to visit are the Calle Florida and the Avenida de Mayo.

Visitors will also be interested in the cathedrals, art galleries and museums, as well as the fine parks of Lazema and Palermo, the Avenue of Palms, the Botanical and Zoological Gardens, the Race Course, etc.

The electric tramway system is excellent and intersects the whole of the city, passing through all the business streets and making the suburbs of Belgrano, Quilmes, etc., easily accessible.

Hotels are up to the European and American standards. The high standard of living is abundant evidence of the astonishing progress made in Argentine during the last decade. There are excellent railway and steam services in all directions.

The coasting service to and from Montevideo, Bahia Blanca, Colastine, Corrientes, Asuncion, Rosario and Ville Concepcion are very good.

Within the boundaries of the capital there are six parks, seven promenades, 38 squares, and many gardens, etc. Within the city the tram fare is about 10 cents for any distance.

Hackney carriages are numerous as are mostly two-horsed victorias; fares, 30 cents for distances not exceeding two miles; 40 cents for first hour, and 30 cents for succeeding hours.

Two of the principal parcel delivery companies are the Expreso La Plata and the Expreso Villaronga.

The General Post Office is situated at the corner of Calles Corrientes and Reconquista, about 700 yards from the Government House. There are many district offices. Telegraphic communication can be had with any part of the world.

Buenos Aires is the terminal of the Transandine Railroad, by which quick transit may be made to Valparaiso, part of the journey being made by tunnel through the solid rock high up above the level of the sea. The trip takes two days. The railway, which contains luxurious dining and sleeping cars, travels through the most wild and wonderful scenery in the world, and crosses the Andes at an altitude of 12,800 feet above the level of the sea. For particulars of this train service see page 36.

The exports of Buenos Aires are mainly wheat, oats, maize and linseed; and include horses, cattle, sheep, frozen meat, bones, hides, wool, tinned meats, sugar and tallow.

Hotels are numerous; among the best being the Plaza Hotel, Ritz-Carlton management, Calles Florida and Charcas; the Phenix, an English family hotel, San Martin 780; the Grand, Florida 25; the Royal, Corrientes 782; Imperial, Avenida de Mayo 952. There are also hotels where board is not given, such as the Deux Mondes, San Martin 392, and the Universelle, San Martin 238. Charges vary from \$3.00 to \$5.00 per day and upwards. For accommodation only the charge is from about \$1.50 per day and upwards.

The National Library reading room is free, and is open on working days from 11 a. m. to 4 p. m. The picture gallery, Florida 783, is open every day except Monday, from 10 a. m. to 5 p. m.

Churches are numerous and of all denominations.

There are rowing clubs, yacht clubs, cricket and football clubs; lawn tennis, golf, polo and rifle clubs.

The River Tigre will well repay a visit, there being many rowing and sailing clubs established there.

**VALPARAISO** (Vale of Paradise) is the seaport for Santiago, the capital of Chile, and is situated in a well-sheltered bay. It is the busiest seaport on the West Coast of South America. Communication inland is very good. The city viewed from the sea is very picturesque. The upper town is built on terraces. There is a fine promenade. Vina del Mar, a suburb, is attractive on account of its good climate, and the scenery in the vicinity is very pretty. The population is about 120,000.

**SANTIAGO**, admirably called the South American Washington, is but a short distance from Valparaiso. The capital of Chile, it is considered the most picturesque city on the Pacific Coast. Lying 2,000 feet above the level of the sea, it abounds in tropical luxuriance, although hemmed in by ice-covered mountains. A pleasant surprise here is to find pretty girls serving as street car conductors.



TRINIDAD, famous for its practically inexhaustible Pitch Lake (asphalt), which supplies good roads and walks for all parts of the world, is a very interesting island situated a few miles to the east of Venezuela. Its area is about 1,754 square miles, and population about 305,000. The island is very mountainous and was once connected with the mainland. The roads are very good for cycling, driving, etc. There is a good railway. *Port of Spain*, to which Lamport & Holt Line steamers proceed, is the capital and also trade center. Once it was the headquarters of the pirates who infested the Spanish Main and figured largely in the early history of the new world. There is no harbor, and owing to the shallowness of the water, the passengers are landed in boats and launches. There are many beautiful buildings. The electric tramway systems are very good, and afford an inexpensive method of viewing the neighborhood. The streets are lighted by electricity. There are many good hotels. The places of interest are: Cathedral, Government Buildings and Statue of Columbus. The exports are sugar, cocoa, asphalt and oil.

BARBADOS, of which Bridgetown is the capitol, is an extremely healthful and densely populated island, lying to the extreme outer edge of the West Indies. Its position makes it one of the most valuable British possessions in the Lesser Antilles. So healthful is its climate that it is only a matter of a short time when it will become a leading health resort for North Americans. It only needs to become better known to be properly appreciated. There are some good hotels here, one of the best being the Marine Hotel, where the charges are quite moderate, and a good railway system makes the principal points of interest easily accessible. The sea bathing is excellent. Codrington College, Gun Hill and Nicholas Abbey are among the places of interest. The chief export is sugar. Fruits, fresh vegetables, etc., are plentiful. The island has its own government, not being a Crown Colony, although, of course, there is a resident governor. Barbadians are very proud of their beautiful island and firmly believe no place in the whole world can compare with it. Their hope is that at death heaven will be another Barbados.

### Principal Hotels.

*Bahia*.—Hotel Sul Americano and Hotel Paris.

*Rio de Janeiro*.—Hotel Estrangeiros, Hotel Internacional (out of town 45 minutes by tram car), Hotel America, Hotel Metropole and Hotel Corcovado.

*Santos*.—Hotel Guaraju (on Guaraju Beach), and Palace Hotel.

*Sao Paulo*.—Hotel Majestic, Grand Hotel, Hotel Roma and Hotel Bella Vista.

*Montevideo*.—Hotel Oriental, Hotel Central and Hotel Brande Lanata.

*Buenos Aires*.—Hotel Plaza (Ritz-Carlton management), Palace Hotel, Hotel Cecil, Hotel Paris, Grande Hotel, Phenix Hotel (an English family hotel) and The Royal Imperial. (There are several hotels where board is not given, such as the Deux Mondes and the Universelle.)

*Punta Arenas*.—Hotel Kosmos and Hotel Royal.

*Valparaiso*.—Hotel Royal, Palace Hotel and Hotel Colon.

*Santiago*.—Oddo Hotel, Grand Hotel and Hotel de France.

*Coquimbo*.—Palace Hotel.

*Iquique*.—Phoenix Hotel, and Grand Hotel.

*Mollendo*.—Hotel Ferro-Carril.

*Arequipa*.—Hotel Central.

*Cuzco*.—Hotel Central.

*Pisco*.—Grand Hotel.

*Callao*.—Genova Hotel and Chalaquito Hotel.

*Lima*.—Cardinal Hotel and Maury Hotel.

*Salaverry*.—Hotel Italia.

*Guayaquil*.—Wellington Hotel.

*Panama*.—The Tivoli and Central Hotel.

*Colon*.—Imperial Hotel.

*Trinidad (Port of Spain)*.—Queen's Park Hotel and Hotel de Paris.

*Barbados*.—Marine Hotel.

*Kingston*.—St. Andrew Hotel and Myrtle Bank Hotel.



The New S. S. "Vestris."

## Interesting Features of the Fleet.

The largest and finest vessels engaged in North and South Atlantic transportation are those of the Lamport & Holt Line, leaving New York every two weeks. Their adaptation to the service in which they are engaged is nothing short of perfect.

The conditions prevailing on the southern route are different from those attending the ordinary transatlantic course. One passes from zone to zone with varying climates and temperatures. In order to equalize these conditions as far as possible and maintain a maximum of comfort, it is necessary that the vessels should be specially constructed. And that is one consideration that gives pre-eminence to the steamers of this fleet: they were built with a sole view to this particular service.

One important feature is the perfect ventilation secured by modern appliances. The result is that a delightful uniformity of pure atmosphere is maintained all the way between New York and Argentina. This comfort is increased by a sufficient number of electric fans. Travelers find that the pure sea air in the dining saloon is conducive to appetite, and the cuisine is not only kept up to the most creditable standard, but is adapted to the varying climates as they are reached from stage to stage. An unusual number of outside staterooms are provided, and all of the staterooms are notably homelike and comfort-

able. These points are touched upon in order to counteract the impression that a voyage to and through the tropics is necessarily attended with discomfort. Such is not the case. On the contrary, it will be found as enjoyable as any other voyage.

Handsome dining saloons extend the width of the vessels. There are grand staircases and imposing entrance halls. Drawing rooms, music rooms, libraries, smoking rooms, children's nurseries, open air cafés, gymnasiums—these and other appointments render the vessels unique in South American traffic. There are charming cabins-de-luxe with private bath. Model laundries supply added convenience. Electric lights not only supply illumination, but avoid the creation of artificial heat. The steamers are all strongly built, provided with every safeguard and passing the most rigid inspection. Ample deck space is provided for sports, etc. In short, no expense has been spared to make the vessels of the Lamport & Holt Line the finest in the world plying north and south.

It may be interesting to note the pleasing system adopted by the Line in the naming of its ships. They are named after persons who have



1. Promenade Deck. 2. Veranda Café. 3. Gymnasium. 4. First-Class Music Room.



# LAMPORT & HOLT LINE TO SOUTH AMERICA



Sports on Deck.



First-Class Lounge.



First-Class Dining Room.



First-Class Smoking Room.





Cabin de Luxe.



Entrance to First-Class Dining Room.

become distinguished in some branch of music, literature or art. For example, the magnificent S. S. "Vestris" was named after a family whose exquisite dancing many years ago won enthusiastic plaudits from all the stages of Europe. The "Vasari" takes its name from Georgio Vasari, the Florentine painter. The "Verdi" is so called in honor of the famous composer whose music is often heard on board. The "Voltaire" recognizes the philosopher of the French Revolution; the "Tennyson" and "Byron" help to preserve the fame of two lights of English literature, while the "Veronese" recalls the famous Italian painter. This method of naming the vessels is unique and graceful.



Second-Class Lounge.



Second-Class Dining Room.





A Stateroom, S. S. "Voltaire."



Promenade Deck, S. S. "Voltaire."

## Temperatures of Countries Visited.

### BRAZIL.

Bahia.—Summer, 82.5° F. Winter, 81.8° F.

Rio de Janeiro, Santos and Sao Paulo.—Varies from 50° F. in winter to 99.5° F. in summer, the average for the year being 74° F. Hottest weather in January and February.

### URUGUAY.

Ranges from 32° to 88° F. Summer (December to March) average, 70° F.

### ARGENTINA.

Buenos Aires and Vicinity.—Yearly average is 63° F. Minimum, 32° F. Maximum, 104 F. Summer (December to March) average, 77° F.

### CHILI.

Punta Arenas.—Yearly average, 43.2° F. In Winter, as low as 9° F. below zero.

Valparaiso.—Yearly average, 59° F.

Santiago.—The summer season extends from December to March. Yearly average 54° F.

## Lamport & Holt Line Fleet.

|                      | Tons. |            | Tons. |                | Tons. |
|----------------------|-------|------------|-------|----------------|-------|
| Vandyck (Twin-screw) | 12000 | Euclid     | 7155  | Ville de Paris | 6300  |
| Vauban (Twin-screw)  | 12000 | Tintoretto | 6978  | Ville du Harve | 6300  |
| Vestris (Twin-screw) | 12000 | Titian     | 6978  | Bellagio       | 6030  |
| Vasari               | 12000 | Dettingen  | 6978  | Bellevue       | 5731  |
| Veronese             | 11745 | Flodden    | 6978  | Bellailsa      | 5620  |
| Voltaire             | 11000 | Balaclava  | 6978  | Sallust        | 5576  |
| Verdi                | 8040  | Evesham    | 6978  | Byron          | 5192  |
| Dryden               | 9000  | Thespis    | 6760  | Tennyson       | 5192  |
| Rossetti             | 8560  | Raphael    | 6721  | Virgil         | 5182  |
| Archimedes           | 8046  | Terence    | 6710  | Horace         | 5149  |
| Canning              | 7876  | Rembrandt  | 6708  | Phidias        | 4112  |
| Siddons              | 7800  | Romney     | 6702  | Homer          | 4232  |
| Spenser              | 7800  | Canova     | 6620  | Milton         | 3931  |
| Belgrano             | 7400  | Cervantes  | 6560  | Chaucer        | 3880  |
| Raeburn              | 7370  | Colbert    | 6500  | Hipparchus     | 3000  |
| Cavour               | 7286  | Camoens    | 6372  | Inventor       | 3000  |

## South American Tours.

### TOUR ONE.

New York to Bahia, Rio de Janeiro, Santos, Montevideo and Buenos Aires, across the Andes by rail to Valparaiso, traveling through the most wild and wonderful scenery in the world, sometimes at an altitude of 12,800 feet above sea level, or through the Straits of Magellan, on the Pacific Steam Navigation Company steamers, calling at Port Stanley, Falkland Islands and Punta Arenas on the voyage to Valparaiso. Valparaiso to Panama, calling at many ports on the West Coast (from which interesting trips can be made into the country and to places of note) by the Pacific Steam Navigation Company or the Cia Sud Americana de Vapores, who maintain a joint service weekly. Thence across Isthmus to Colon by rail—Colon to New York. Or New York to Colon, Colon to Panama by rail, Panama to Valparaiso, across the Andes by rail to Buenos Aires, Buenos Aires to Montevideo, Santos, Rio de Janeiro, Bahia, Trinidad, Barbados, and New York. Fare, \$475. Or the passenger can return to New York from South America *via England* (paying \$25 additional) by the steamers of the Lamport & Holt Line, Royal Mail Steam Packet Co., Pacific Steam Navigation Co., to Southampton or Liverpool, and the regular North Atlantic Lines to New York. (Fare to include \$95 North Atlantic berth.)

### TOUR TWO.

From New York to Rio de Janeiro and Buenos Aires, from Buenos Aires to Valparaiso *via* Andes or Straits, from Valparaiso to Panama, Colon, and Southampton, thence from England to New York by North Atlantic steamer. Fare, \$550, including North Atlantic berth at \$95.

### TOUR THREE.

New York to Buenos Aires, Buenos Aires to England by the Lamport & Holt Line, Royal Mail or Pacific Steam Navigation Co. steamers. England to New York by North Atlantic steamer. Fare, \$420 (including \$95 North Atlantic berth).

### TOUR FOUR.

New York to Rio de Janeiro, Rio de Janeiro to England by Lamport & Holt Line Royal Mail or Pacific Steam Navigation Co.; England to New York by North Atlantic steamer. Fare, \$370 (including \$95 North Atlantic berth).

Special tours, managed by an experienced conductor, are carried from New York on every voyage of the new twin-screw S. S. "Vestris," 12,000 tons.

The length of passages are approximately as follows: Liverpool to Buenos Aires, 22 days; Liverpool to Rio de Janeiro, 17 days; Buenos Aires to New York, 23 days; Rio de Janeiro to New York, 17 days; Buenos Aires to Rio de Janeiro, 6 days; Buenos Aires to Southampton, from 21 to 22 days; Rio de Janeiro to Southampton, from 17 to 18 days; New York to Bahia, 14 days. Trinidad to New York, 7 days; Barbados to New York, 6 days.

*Fares will include Meals and Berth throughout, except on shore or in transit across the Andes, unless otherwise specified.*

*Rates for Children and Servants will be quoted upon application.*

*For full particulars of these and other interesting tours apply for "Booklet T."*

### Distances.

|                                 | Knots. |                                  | Knots. |
|---------------------------------|--------|----------------------------------|--------|
| New York to Bahia.....          | 4067   | Pernambuco to Barbados.....      | 2031   |
| Bahia to Rio de Janeiro.....    | 738    | Barbados to New York.....        | 1830   |
| Rio de Janeiro to Santos.....   | 200    | Trinidad to Barbados.....        | 220    |
| Santos to Montevideo.....       | 913    |                                  | Miles. |
| Montevideo to Buenos Aires..... | 115    | Buenos Aires to Valparaiso.....  | 888    |
| Buenos Aires to Rosario.....    | 224    | Valparaiso to New York, via Pan- |        |
| Bahia to Pernambuco.....        | 385    | ama and Colon.....               | 5500   |

(1 Nautical Mile or Knot = 1.131 Statute Miles).

## CONNECTIONS.

### The Buenos Aires and Pacific Railway Co., Ltd. (Transandine Route.)

Trains leave Buenos Aires 8.20 a. m. Sunday and Thursday, arriving at Santiago 10.30 p. m. and Valparaiso 10.40 p. m. Monday and Friday.

Leave Valparaiso 6.00 p. m., Santiago 6.20 p. m., Saturday and Wednesday and arrive at Buenos Aires 7.10 p. m. Monday and Friday.

Trains from Valparaiso and Santiago connect at Llai-Llai.

**FARES.**—Adult, first-class, \$63.50 with berth; second-class, \$42.50 with berth (no meals).

**CHILDREN.**—One child under 3 years is carried free. Under 12 years the fare is \$35.00 first class, and \$21.50 second class.

**BAGGAGE.**—Each passenger is allowed 50 kilos (100 lbs.) of baggage free and the rate for excess baggage is 85c. for each 5 kilos (10 lbs.). Packages should not exceed 60 kilos (120 lbs.) in weight.

### Lamport & Holt Line Service from Southampton.

\*The new "V" steamers (twin-screw) of this service sail from Southampton and Cherbourg for Buenos Aires, calling at Vigo, Lisbon, Leixoes, Rio de Janeiro and Montevideo en route.

### The Royal Mail Steam Packet Co. and The Pacific Steam Navigation Co. Services.

\*The R. M. S. P. Company steamers leave Southampton and Cherbourg every alternate Friday (during certain seasons every Friday) for Coruna, Vigo, Pernambuco Bahia, Rio de Janeiro, Santos, Montevideo and Buenos Aires.

\*The steamers of the P. S. N. Company sail from Liverpool every alternate Thursday for Coruna, Vigo, Leixoes, Lisbon, Las Palmas, St. Vincent, Pernambuco, Bahia, Rio de Janeiro, Santos and Montevideo (for Buenos Aires). These steamers then proceed through to the West Coast ports via Port Stanley and Punta Arenas.

\*Through tickets can be purchased at New York for passages through to South America, passengers using the North Atlantic Lines from New York and connecting at Southampton or Liverpool. Rates quoted on application.

### New York to Europe via Panama and West Indies.

R. M. S. P. steamers from New York, sail every alternate Saturday for Cherbourg and Southampton.

Ports of Call: Antilla (Cuba), Jamaica, Colon, Cartagena, Puerto Colombia, Trinidad (for Venezuela, Windward and Leeward Islands, British Guiana), Barbados, Azores, Cherbourg and Southampton. Rates quoted on application.

### New York to the West Coast of South America via Panama.

R. M. S. P. steamers from New York every alternate Saturday taking passengers for West Coast of South America.

Ports of Call: Antilla (Cuba), Jamaica, Colon, thence by Panama R. R. to Panama, thence to all ports in Panama, Colombia, Ecuador, Peru and Chile by the Pacific Steam Navigation and Cia Sud Americana de Vapores (Chilian Navigation Company). Rates quoted on application.



## General Information.

RETURN TICKETS (first class) are good for one year.

STOP-OVER PRIVILEGES will be granted if asked for at the time of booking—the passenger to continue the voyage by a steamer of the Lamport & Holt Line, Royal Mail Steam Pocket Co., or Pacific Steam Navigation Co., difference in fare, if any, to be borne by passenger.

UNUSED RETURN TICKETS.—If the return portion of return ticket be not used, and notice be given to the Company within the period of availability, the difference between the amount paid and the single fare, less 10% will be refunded.

RESERVATIONS, may be provisionally made on the payment of half the passage money. Full passage money must be paid and tickets must be taken up a fortnight before the advertised sailing date.

LAUNDRY.—The “Vestris” and “Vasari” each have a steam laundry.

BAGGAGE.—Each first-class adult passenger is allowed 20 cu. ft.; each second and third-class adult passenger, 10 cu. ft.; children in proportion without extra charge. Any excess upon this quantity to be paid for before sailing at the rate of 30 cents per cu. ft.; but no merchandise or specie to be taken as baggage. Further, any passenger who may take or cause to be taken on board gunpowder, either in cartridges or otherwise, lucifer matches, or any article of explosive, inflammable, dangerous or damaging nature is liable not only to prosecution and to the penalty imposed by statute but also for all damage resulting from the taking on board of such articles. **As the liability of the Company is limited baggage should be insured.**

INSURANCE OF BAGGAGE.—Arrangements have been made whereby passengers may insure their baggage against all marine risks at the low rates ruling for this Line. Risk conditions include loss or damage caused by fire, sea perils, and forcible theft (not pilferage) whilst on board the steamer, but excepting breakage, unless caused by the vessel being stranded, sunk, on fire, or in collision. When desired, the Company is also prepared to cover baggage and effects free of all charge. For rates of insurance, see schedule. Instructions should be given to the Company's offices at the port of embarkation not later than the morning of the day previous to sailing. Particulars required are the number and description of the packages.

HEAVY BAGGAGE.—Heavy baggage must be sent to the dock in advance, and must in all cases reach the loading berth not later than two days prior to the date of departure. Advice of its despatch, with full particulars and name of railway or express company, should be sent to the Company's office.

LABELS FOR BAGGAGE.—All baggage should bear the Company's labels, which may be obtained on application.

BAGGAGE IN CABIN.—As only small packages can be taken into the cabin, all large pieces of baggage which are for use on the voyage will be stored in the baggage-room, access to which is available during the voyage. Packages for the state room should not exceed 3 feet in length, 21 inches in width, and 15 inches in depth. Baggage which is wanted on voyage should be so labelled, or it will not be accessible during voyage. All baggage must pass through the Custom House at port of destination.

BAGGAGE FOR BRAZILIAN PORTS.—Passengers who bring packages of baggage in which are articles other than used clothing, necessities for daily use, or instruments appertaining to the profession of the passengers, must deliver to the Purser of the ship a list of such packages, with a written and signed declaration of the contents of each, expressly stating the marks, lettering, etc., of the package.

BAGGAGE FOR ARGENTINE PORTS.—Passengers are warned that all packages of merchandise, whether loose or contained in passengers' baggage, must be declared to the Captain or Purser before the vessel's arrival in port, and such merchandise must be placed on the ship's manifest, which is delivered to the Custom House. The Purser will supply Forms of Declaration.

CHILDREN.—Children under 12 years travel at half fare each; under 6 years, quarter fare each; under 2 years, one child free; others, quarter fare each. One of the attractions of the new passenger steamers is the fine large nursery.

Seats at Saloon Table.—Only children paying full fares are allowed seats at the saloon table.

**SERVANTS.**—Servants berthed in the first-class accommodations are charged two-thirds of the minimum first-class fare. Maid-servants mess with the children of first-class passengers. Men-servants mess in the second-class saloon. Servants holding second-class tickets are considered second-class passengers in every respect, and are not allowed in the first-class quarters. Servants traveling third-class will not be admitted to the first or second-class accommodations under any circumstances.

**WINES, SPIRITS AND TOBACCO.**—Passengers are not allowed to provide themselves with wines and spirits, malt liquors and mineral waters, but the best qualities are provided and may be purchased on board, the brands and vintages being very carefully selected by the Company. Tobacco, cigars, cigarettes, etc., of the best brands may be purchased at moderate charges on board. Passengers are requested to sign cards when ordering wines and spirits, etc., at table, and accounts will be presented weekly by the saloon steward, to whom payment may be made.

**QUARANTINE.**—All quarantine expenses of passengers must be borne by themselves.

**MEALS.**—Breakfast, 8.30 a. m. to 9.30 a. m.; Luncheon, 1 p. m.; Afternoon Tea, 4 p. m.; Dinner, 7 p. m. In addition coffee and biscuits are served at 7 a. m. in the stateroom if desired, and ices are served on deck in hot weather and soup in cold weather at 11 a. m. The cuisine is maintained at a high standard of excellence, and is in charge of a first-class *chef*. Special private dinners can be arranged on consulting the Chief Steward. Bugle calls are sounded for all meals.

**VALUABLES.**—Valuables should be kept in the safe in the charge of the Purser. The Company is not responsible for valuables.

**TABLE SEATS.**—Application may be made at the Offices of the Company, where plans may be seen; also to the Saloon Steward on board the steamer on day of sailing.

**STEAMER CHAIRS.**—Steamer Chairs of the most comfortable type are provided at the cost of \$1.00 per voyage.

**LIBRARY.**—The passenger steamers carry a small library of standard works.

**DOCTOR.**—An experienced doctor is attached to the staff of each steamer; his services are free of charge for sickness developed on board. Medicines are also provided free by the Company.

**STEWARDESS.**—Each steamer carries experienced Stewardesses.

**SWIMMING TANK.**—An open-air bath is usually fitted up on deck, and contributes materially to the enjoyment of passengers.

**PREPAID PASSAGES.**—Prepaid Passages may be purchased at the same rates as outward tickets, the purchaser to pay extras (if any).

**DOGS AND PETS.**—Passengers intending taking pets with them must make arrangements with the Company and pay the fixed tariff, otherwise the animals will not be allowed on board. Animals are carried at the entire risk of passengers.

**BARBER.**—Each passenger steamer has an experienced barber, who is entitled to charge for his services according to the fixed tariff of the Company. The shop is fitted with all the latest electrical contrivances for massage, etc.

**CONCERTS.**—Concerts, dances, sports and other amusements are arranged on the voyage.

**PRESS.**—A periodical is issued on board.

**DECK GAMES.**—Deck games such as quoits, bull board, shuffle board, cricket, deck golf, etc., are provided for the entertainment of passengers.

**FORWARDING OF LETTERS.**—When passengers leave a steamer it would greatly facilitate the forwarding of letters by the Company if passengers would put their names and addresses in the book provided on board for this purpose, which addresses are sent up to the office.

**WIRELESS TELEGRAMS.**—The latest systems of wireless telegraphy have been installed on the passenger steamers, so that passengers may communicate with their friends on shore, advising them of the impending arrival some days before the steamer docks. Radio-telegrams are accepted at any telegraph office for transmission

to steamer at sea. The address of a radio-telegram to be delivered to a steamer through a coast station should be as per example:

"JOHN JONES, Steamship *Vestris*, Wireless."

The charges for radio-telegrams sent through any coast station abroad can be ascertained at any telegraph office. The rate on board for communication with the coast can be obtained from the operator in charge.

**LETTERS AND TELEGRAMS.**—Letters and telegrams intended for passengers may be sent to the Company's agents, who will endeavor to forward them on board; or, should the steamer have arrived before the letters, keep them in their offices until they are called for. Letters should be carefully addressed as per specimen:

"JOHN JONES, Esq.,

Passenger on board the S. S. *Vestris*,

care of Messers. Busk & Daniels, New York."

**FAMILY ABATEMENTS.**—Special rates can be arranged for a large family or party.

**CLOTHING.**—The voyager is again reminded that the seasons in South America are the reverse of those in North America. The northern winter is the southern summer, and vice versa. The tourist will give attention, therefore, to the subject of proper clothing. Going in the fall or winter, he should be supplied with apparel appropriate to spring or summer. And if he makes his visit to South America in the spring or summer he will need warmer clothing for the cooler months southward.

Warm clothing is advisable for the first two or three days of the sea voyage from New York, but lighter clothing will be necessary for use later on, and it is as well for passengers to take one or two suits of white duck, as they will be found very useful.

**CHANGING MONEY.**—Each passenger steamer carries a limited amount of Brazilian, Uruguayan, Argentine, American and English money for the convenience of passengers.

## MONEYS IN USE AT THE PORTS OF CALL

|                       |                                 | Equivalent in<br>U. S. Currency |
|-----------------------|---------------------------------|---------------------------------|
| Brazilian Ports ..... | Reis 3,000 to the U. S. Dollar. |                                 |
| Brazilian Ports.....  | Milreis (1000 Reis).....        | = about \$ .33                  |
| Uruguayan Ports.....  | Dollar.....                     | = " 1.05                        |
| Argentine Ports.....  | { Gold Dollar.....              | = " .92                         |
|                       | { Paper Dollar (Peso)....       | = " .43                         |
| Chilian Ports.....    | Dollar.....                     | = " .22                         |
| Bolivian Ports.....   | Dollar.....                     | = " .44                         |
| Peruvian Ports.....   | Dollar.....                     | = " .48                         |
| Ecuadorian Ports..... | Dollar.....                     | = " .48                         |

In Panama and Colon, U. S. money is general used.

*The above are the exchanges ruling at time of issue of this booklet. The current rates of exchange of the various ports can be ascertained from the Purser or the Company's Agents.*

**TRAVELERS' CHECKS**, payable in any part of the world, are issued by the New York Office for the convenience of the Company's patrons.

**ADVISING SAFE ARRIVAL ABROAD.**—The New York Office receives cable advice of the safe arrival of the steamers at Bahia and Montevideo, and will be pleased to pass on this information to the friends of passengers.

Special post cards are provided for this purpose, and the names and addresses of the friends should be affixed, the post cards posted to the office, or handed to the Company's office representative on board before sailing.



## Government Taxes.

**U. S. HEAD TAX.**—The United States Government imposes a tax of \$4.00 on every passenger entering the United States who is not a United States citizen.

This tax is collected from such passengers in addition to the passage money, and must be paid together with the passage fare.

In the case of passengers "in transit," receipts for the tax will be given, and such payments will be refunded at the New York office, in exchange for such receipts, if passengers leave the United States within 30 days of arrival, provided they have been declared as transit passengers and have signed the necessary certificate.

**BRAZILIAN TAX.**—The Brazilian Government levies an embarkation tax of 5 per cent. on first, second and third-class single tickets, and on half the cost of return tickets. This applies to passengers going to ports outside Brazil. For ports in Brazil the tax is 3 per cent. of the cost of the ticket, the maximum payment being \$2.00.

## Immigration Regulations.

**PASSPORTS**, although not always necessary for first class passengers, are a convenience and can be obtained by American citizens by applying to the Department of State, Washington, D. C. Second and third-class passengers, however, must have a passport or some official document to establish their identity. Foreign subjects and passengers generally must be guided by local regulations.

**ARGENTINA.**—Steerage passengers for Buenos Ayres and Rosario must not be over 60 years old, or suffering from trachoma or other infectious eye disorder, or any infirmity or illness likely to prevent them from earning their living.

## Principal Agencies.

Tickets and reservations can be secured from all Tourist Agents throughout the United States, Canada, Mexico and Cuba.

### New York.

Telegraphic Address

Busk & Daniels, General Agents, 301 Produce Exchange Building. . . . . Danemore

### South America.

|                            |                                     |           |
|----------------------------|-------------------------------------|-----------|
| PERNAMBUCO. . . . .        | Julius Von Sohsten. . . . .         | Sohsten   |
| BAHIA. . . . .             | F. Benn & Son. . . . .              | Benn      |
| RIO DE JANEIRO. . . . .    | Norton, Megaw & Co., Ltd. . . . .   | Norton    |
| SANTOS. . . . .            | F. S. Hampshire & Co., Ltd. . . . . | Hampshire |
| MONTEVIDEO. . . . .        | A. Real de Azua. . . . .            | Azua      |
| BUENOS AIRES. . . . .      | T. S. Boadle & Co. . . . .          | Boadle    |
| ROSARIO. . . . .           | H. S. Ferguson & Co. . . . .        | Ferguson  |
| VALPARAISO. . . . .        | Duncan Fox & Co. . . . .            | Zigzag    |
| LIMA. . . . .              | Duncan Fox & Co. . . . .            | Zephyr    |
| RIO GRANDE DO SUL. . . . . | Eduardo Wigg & Co. . . . .          | Wigg      |
| PORTO ALEGRE. . . . .      | C. Booth. . . . .                   | Booth     |
| PUNTA ARENAS. . . . .      | Braun & Blanchard. . . . .          | Braun     |

### West Indies.

|                    |                                |           |
|--------------------|--------------------------------|-----------|
| BARBADOS. . . . .  | Hanschell & Co. . . . .        | Hanschell |
| ST. LUCIA. . . . . | Barnard, Sons & Co. . . . .    | Barnard   |
| TRINIDAD. . . . .  | George R. Alston & Co. . . . . | Alston    |

### England.

|                      |                                     |         |
|----------------------|-------------------------------------|---------|
| SOUTHAMPTON. . . . . | Royal Mail Steam Packet Co. . . . . | Omarius |
|----------------------|-------------------------------------|---------|

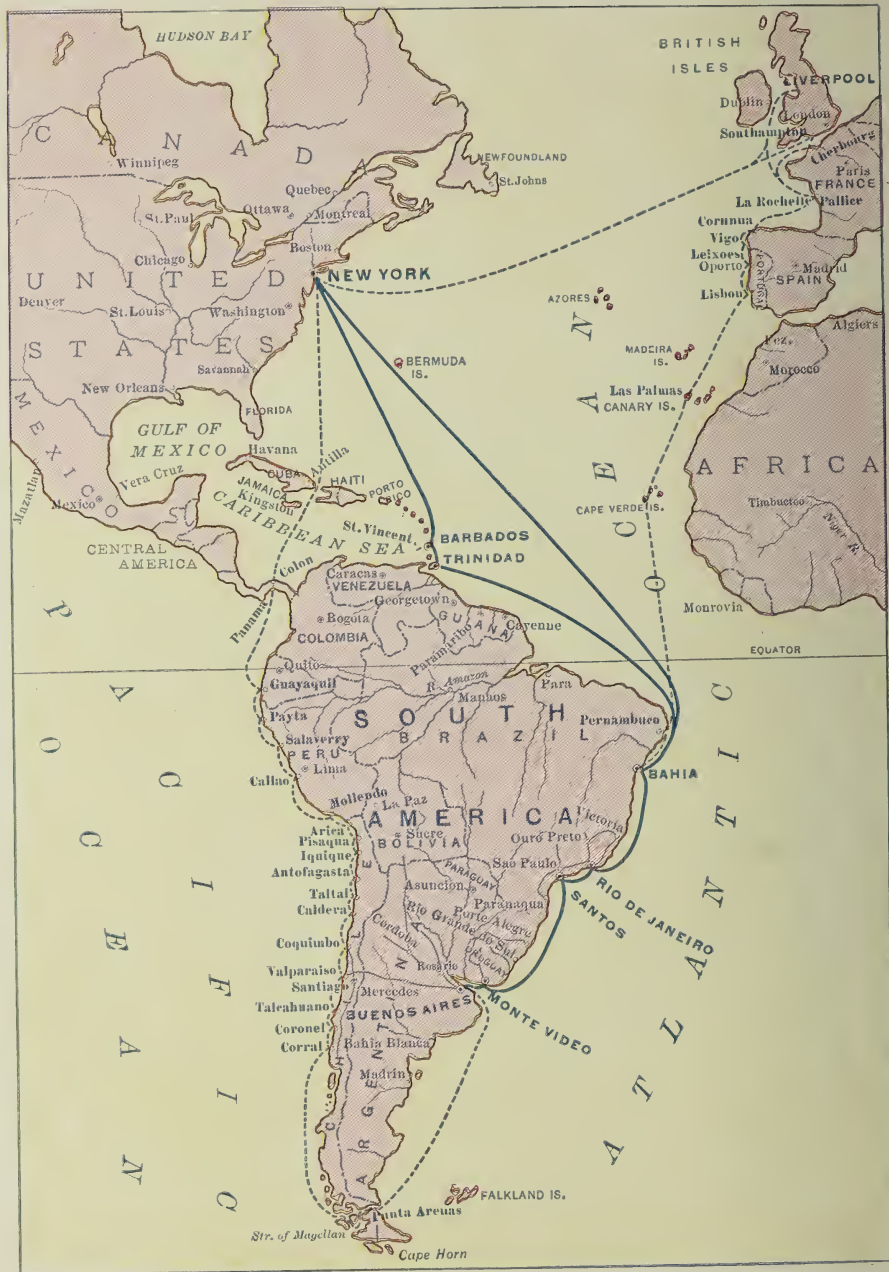
## LAMPOR T & HOLT, LIMITED,

LIVERPOOL: Royal Liver Building. LONDON: 36, Lime Street, E.C.

MANCHESTER: 21 York Street.

Head Office: Royal Liver Building, Water Street, Liverpool. Telegraphic Address: "Lampor t."





Lamport & Holt Line Route and Connections.